

To-day's
Advertisements.

THEATRE ROYAL.

UNDER the Direction of Mr. ROBERT BROUGH.

SEASON TERMINATES WEDNESDAY, May 8th.

EAST NIGHTS

OF THE
BROUGH COMEDY CO.

TO-NIGHT

(TUESDAY), April 30th,

"THE BRITTON BURGLARY."
A Original Farce Comedy in Three Acts,
by FRED W. SIDNEY.TO-MORROW (WEDNESDAY), May 1st,
NO PERFORMANCE.

THURSDAY, May 2nd,

"THE AMAZONS."
A Farce Comedy in Three Acts, by
ARTHUR W. PINERO.

FRIDAY, May 3rd,

NO PERFORMANCE.

SATURDAY, May 4th,

"AN IDEAL HUSBAND."
A Comedy in Four Acts, by the late
OSCAR WILDE.BOX PLAN at ROBINSON'S.
Hongkong, 30th April, 1901. [404c]EOTHEN MARK LODGE,
No. 264.A REGULAR MEETING of the above
LODGE will be held at the FREEMASON'S
HALL, Zealand Street, TO-NIGHT, the 30th
instant, at 8.30 for 9 P.M. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 30th April, 1901. [460c]

WANTED.

ENGLISH MINING ENGINEER and
MANAGER, First Class Testimonials,
Wide Experience, is shortly terminating
present engagement in MALAYA PENINSULA
and wishes for Employment as above in JAPAN,
CHINA or COREA.
Address:—"CYANDIE,"
C/o Straits Times, Singapore.
30th April, 1901. [475c]

TO LET.

GODOWN in DUNDRELL STREET from 1st
June.Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th April, 1901. [476c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

"HAITAN."
Captain Poch, will be despatched for the
above Port, TO-MORROW, the 1st May,
at 10 A.M.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 30th April, 1901. [472c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR HAIPHONG.

"THALES."
Captain Robson, will be despatched for the
above Port, on THURSDAY, the 2nd May,
at Noon.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 30th April, 1901. [473c]

"GLEN" LINE OF STEAMERS.

FOR KOBE (DIRECT).

"GLENSHIEL."
Captain J. McGillivray, will be despatched for the
above Port, on SATURDAY, the 4th May.
For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
Agents.
Hongkong, 30th April, 1901. [474c]

Intimations.

NOW READY.

A PAMPHLET

ON
SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTION FOR DEALING
WITH THEM.

BEING A LECTURE DELIVERED

BEFORE

THE ODD VOLUMES SOCIETY

BY

MR. H. E. POLLOCK,

Barrister-at-Law.

To be obtained at the OFFICE of This Paper.

PRICE 50 CENTS.

Hongkong, 1st June, 1901.

WANTED.

THREE or FOUR LADS

to SELL the

"HONGKONG
TELEGRAPH."

LIBERAL COMMISSION

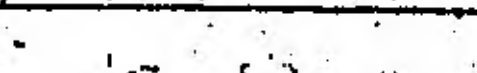
PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January 1901.

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OFSTERILIZED WATERS
IN THE FAR EAST.THE MOST PERFECT SYSTEM
OF FILTRATION

of the Water is employed,

guaranteeing

ABSOLUTE PURITY,

which is confirmed by repeated

reports from the
HIGHEST EXPERT AUTHORITIES.WATERS Manufactured by us
are acknowledged by the principal
English makers to be EQUAL TO
THOSE OF THEIR OWN PRO-
DUCTION.Manufactured under EXPERT
ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

MARRIAGE.

On the 26th of April, at Holy Trinity
Cathedral, Shanghai, by the Rev. H. C. Hodges,
M.A., JAMES REID BARCLAY, to KATE SUTHER-
LAND, widow of Andrew McKelvie.

DEATH.

At Pagoda Anchorage, on the 28th instant,
ROBERT LOWE, late of I. M. Customs, aged 70.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 30, 1901.

NOTES AND COMMENTS.

Queen's College.

The Report of the Examiners, Messrs.
CLEMENTI and ROSS, upon Queen's College,
does not show that institution up in a very
favourable light. From it one is led to be-
lieve that the whole of the upper portion of
the school consists of a collection of utter
ignoramuses, broken here and there by some
bright particular star who has managed to
push his head through the murky cloud of
ignorance which enshrouds his fellows.Neither can Mr. MAY'S Report be con-
sidered satisfactory, for it shows that during
the past year the interests of the pupils have
been utterly neglected by the Government,
owing to the absence of no less than five of
the European staff, including Dr. WRIGHT.
In fact the two reports, taken together, are
so unsatisfactory that they would mean utter
ruin to any but a Government institution.But it is with the report of Messrs.
Clementi and Ross that we wish principally
to deal. From this it is evident that there
is something radically wrong with the style
of teaching adopted at Queen's College. A
perusal of the answers to various questions,
which are quoted in the Report will show
that the pupils seem to have but a very
feeble grasp of the bulk of the subjects on
which they are examined. Indeed, the
answers show to a great extent that the pupils
have simply learnt their lessons as so many
parrots would have done, as witness the
answer to the question about the boundaries
of Bulgaria. The pupil had his answer all
pat from the book, but his memory was
treacherous and he gave the boundaries of
Europe instead. We fancy that much of
this is due to the cramming system. Each
boy has so much to learn, and so long as
he can gabble it off word for word from
the book, his teacher is satisfied. Chinese
are adepts at learning things by heart and
they do so, but when the whole
lesson is committed to memory it has little
or no meaning for them. This may be
easily judged by a perusal of the Report.
And we are sorry to say that it is just the
same with the majority of the European
boys educated in Hongkong. A very short
acquaintance with them will convince one
of the fact that they have been crammed,
not taught. We do not speak without any
knowledge of our subject, either, for we have
had exceptional opportunities of studying
the Hongkong educated boy.What is wanted, we think, is a different
style of teaching. As matters are at present,
the whole class is rushed ahead too fast.
There is not sufficient time and explanation
given to each lesson, with the result that
the particularly bright boys are the only
ones that benefit to any great extent and
the slow ones are forced, for their own pro-
tection, to trust entirely to the fact that they
can gabble off their lesson-word for word
from the book. Take any average Hongkong
school and test the children, and it will be
found that the bulk of them are word perfect
so long as the book is strictly adhered to,
and can repeat pages of it by heart, but
depart from it and they are lost. What is
wanted is more conversational teaching and
less book work. A lesson delivered as alecture and interspersed with little anecdotes
here and there is far more interesting to the
pupil, and is much more likely to prove of
benefit than when he is told to take home
such and such books and come next morn-
ing to be examined on such and such pages.
In the latter case it is the child who has
intelligent parents who will help it by ex-
planation that will alone benefit; the rest
will rack their brains over passages which
have not been explained and which are far
beyond their comprehension.Again, it is a great mistake to mix the
Chinese and Europeans in a class. It is un-
fair to the former. They have but a slight
knowledge of English and so fall to grasp
matters so soon as their European class-
mates. Hence they are always at a dis-
advantage. And it seems to us perfectly
idiotic to try and teach Chinese boys, who
are weak in English, such subjects as Shake-
spere and Physiology. These, together
with English history and kindred subjects,
should be left severely alone until the boy's
knowledge of English is sufficiently advanced
to allow of his appreciating and understand-
ing his lesson. Of course we shall be told
by the scholastic fraternity that such a
course would debar a Chinese boy from
participation in the Cambridge Local and
other examinations. So it would; but what
matter? Would it not be better to ground
him thoroughly in reading, writing, and
speaking English, than filling his brain with a
host of subjects of which he will be the
slightest use to him in after life? Most of
the Chinese boys who leave Queen's College
take up positions in the various mercan-
tile houses as clerks, and we have yet
to learn that it is necessary to commence an
invoice of goods by a neat Shakespearean
quotation or a list of the wives of Henry
VIII. Let the Chinese be separated from
the Europeans and let the curriculum for
each be distinct. Then, if a Chinese boy
shows a particular bent for any one subject,
or wishes to push his studies further, let him
do so, but don't fill his brain with a host of
useless knowledge.We congratulate Messrs. CLEMENTI and
ROSS upon the very able report which they
have produced. It is evident that their
examination was conducted in a very pain-
staking and thorough manner and that,
further, they are not afraid to show up the
rottenness of even a government institution.
We trust that the very damning report of
two Government servants (both fresh from
College) on a Government school will lead
to its reorganization upon new lines, and
that the Governor will see the uselessness of
wasting public funds on this school in its
present state.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, April 27th.

Lord Kitchener reports 32 more Boers
killed and wounded, 47 have been taken
prisoners, and 52 have surrendered.
In addition to these, 21 Bushmen sur-
rounded and captured 42 Boers with a
Maxim gun at Olifants River.

THE SOMALILAND EXPEDITION.

The British expedition against the Ogaden
Somalis has been so incapacitated by sick-
ness amongst the officers through scarcity of
water, that it has been obliged to return to
the Coast.

FOOTBALL.

The Tottenham Hotspurs have beaten
Sheffield United in the final for the Associa-
tion Cup by three goals to one. There was
intense excitement on the ground, which
was packed. The spectators numbered
40,000.

BRITISH SOUTH AFRICA.

April 28th.

Lord Kitchener's despatches have latterly
been confined to the recording of captured
and surrendered Boers, numbering last week
several hundred. Nothing is said or definite,
ly known of the proceedings of the numerous
columns occasionally mentioned, except that
they are executing sweeping operations,
clearing the country of men and stock.

CANNIBALISM.

The natives of New Britain have killed
the German millionaire scientist Mencke
who was cruising in his yacht, also his secre-
tary. The latter was eaten.

BRITISH SOUTH AFRICA.

The Provost Marshal of Bloemfontein is
taking summary measures to put an end to
seditious talk there.

WEATHER REPORT.

The Observatory report says—
On the 30th at 11.50 a.m. barometric changes
are slight. Pressure is highest between the E.
coast of China and W. Japan, and gradients
continue gentle for E. and S.E. winds on the
coast and in the N. part of the China Sea.
Forecast:—E. and S.E. winds, light fair.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide
advertisement appearing elsewhere.H.M. ships *Aurora* and *Arctura* arrived
from Singapore this morning and have taken
up moorings in the map-of-war anchorage.H.E. the Governor went to Macao to-day,
accompanied by the A.D.C. and his Private
Secretary, by the *Lt. J. Janus*, to return the
visit made by H.E. Senor J. M. da S. Hortia e
Costa, during the memorial service to Her late
Majesty the Queen.Titt Hon. Treasurer of the Alice Memorial
and Neithersole Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—
Miss Johnstone, £5.
Rev. F. F. Gough, £10.GENERAL Wogret, who was the Russian
officer who caused the recent trouble over the
railways at Tientsin, is ordered home on pro-
motion. He goes to the military side of the
Eastern Asia Department in St. Petersburg.The *Italian*, which arrived to-day, brought a
portion of the passengers of the stranded
Sabroon. On enquiry at the office of the P. &
O. Company our representative was informed
that there was no further news regarding the
wreck.During the past six months over one thou-
sand Chinamen have arrived in Calcutta to
earn their living as boatmakers and carpen-
ters, says a recent *Bombay Gazette*. We hope
they will learn their living, the carpenters that
is, and then come to Hongkong.The hospital ship *Goodwill*, which left Shanghai
last Saturday for the South, was found to be
on fire when she got outside, says a Shanghai
paper, and as the case soon grew serious, she
put back to Woosung. After staying there
half a day, she was enabled to proceed on her
voyage.We shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery copies.The Wharf and Godown Company's flag at
Kowloon was half-masted this morning on
account of the death of Mr. Maurice Chilton
Cole Lewis, who died this morning at the
Government Civil Hospital. Mr. Lewis was
only 27 years of age and had only recently
joined the Godown Company. The funeral
took place this afternoon, leaving the Hospital
at five o'clock.The unrest in China has, it is said, adversely
affected two mining industries in Bur-
ma—jade mining and tourmaline mining. China
is the only market for these articles, and whilst
considerably less jade stone was extracted last
year from the mines in the Myittha district
of Upper Burma, the principal place where
jade is found, the tourmaline mining industry,
which gave employment to a considerable
number of people in Mong Hsat, has practically
disappeared.According to a letter just arrived in Shang-
hai from Chungking, we learn says the *New
Press* of the 26th instant, that the aboriginal
tribes at Tatsienlu have recently kidnapped a
R. C. priest who appears to have been in charge
of a chapel near the place. These ruffians
demand ransoms for his release, in the same
way as the notorious Yu Man Tze did some
years ago. Immediately upon hearing of this
we also learn, Viceroy Kwei Chun has sent
several battalions of troops to suppress these
aborigines.The Pacific Mail Steamship Company has, it is
stated, filed a petition for limitation of liability
in the suit of Sarah Giffon for \$25,525 damages,
for the loss of her husband, Henry Giffon,
who perished in the wreck of the *Rio* on Wash-
ington's birthday. The petitioner alleges that
the *Rio* was wrecked by reason of the sea, and
not through the fault or negligence of her
officers or the crew, and that the value of the
Rio and her freight pending immediately after
the wreck was much less than the sum asked
for as damages.The Examiners of Queen's College, who are
Government officials, say in their report on that
school that they were far too often informed
that "the whole is greater than its part, which
is absurd." Probably the students referred to
the Water Authority, which on the whole is
absurd, considering that they are here for the
purpose of letting the water on, whereas they
are usually engaged in shutting the greater part
of it off. The Water Authority and other Govt.
officials cannot possibly be too often reminded
of many little things.BARONESS von Ketteler, the widow of the
murdered German Minister, von Ketteler, at
Peking, has been offered by the German Em-
peror a position at Court, but the Baroness,
an American lady by birth, has declined. It is
said she prefers living with her father at
Detroit, U.S. The Baroness has arrived in the
Fuerst Bismarck, at Genoa, and will make a
prolonged stay at the Riviera, whence she
will leave for Berlin, to attest her devotion to
the Imperial Family, and then leave for her
Western home in the States.According to a recent *Kokumin Shinbun*
much agitation now prevails in the political
circle with regard to the postponement of some
of the State undertakings on account of the
deficiency of funds. Most of the complaints
are almost unanimously directed against Vis-
count Watanabe, Minister of Finance. The
press comments are also decidedly unfavorable
to the Viscount. It seems probable that unless
Viscount Watanabe resigns his office of his
own volition, some other solution of the pro-
blem, a little more serious, in its nature, has to
follow.The *Japan Herald* learns of various changes
on N. Y. K. liners. Capt. Houghton has re-
lieved Capt. Fraser on the *Kinsima Maru*, and
Capt. Fraser will relieve Capt. Haswell on the
Kasuga Maru. Capt. Haswell is to go home
and bring out the new liner which is to replace
the lost *Futami Maru*. Capt. Ekstrand has
gone to Nagasaki to take charge of the new
steamer already launched, which is to go on
the American line. Capt. Campbell, of the
Isat Maru, has been transferred to the *Yama-
uchi Maru*, as the *Isat* has been chartered
by the Japanese Government as a transport.

DROWNED IN THE RIVER.

SHANGHAI, 25th April.

A sad case of drowning occurred in the river
on Tuesday night. The Sergeant-at-Arms of
H.M.S. *Adriatic* was going on board the ship
when he missed his footing and fell into the
water between the sampans and the ship. He
never came up to the surface, again, and his
body had not yesterday been recovered. *—N.W.
Press.*

THE SECOND MRS. TANQUERAY.

Whatever the abuse showered upon this play
by some critics when it was first produced,
there is no doubt that it is a great play and full
of dramatic interest. How good it is, we
were shown by the thorough Company on Satur-
day and on Monday night.It could only be properly performed by really
fine acting. Mrs. Brough as the heroine is
magnificent. Her acting is so natural and so
full of feeling that it is difficult to believe that
it is only acting. Mr. Brough as Aubrey Tan-
queray, torn in two between his love for his
wife and his love for his daughter, acted with
that restrained power we know and like so well.
Miss Noble as Ellen showed us what she
could do with the part of an ingenue, and
accustomed as we are to good acting from her,
we were struck by the excellence of her inter-
pretation. Mr. Leslie Victor as Gayly Drum-
mille was excellent, quite as good as he was in
the *Liar*. Miss Jessie Thompson as Mrs.
Cortley was as good as ever. All the minor
parts were well filled, and it was a pity that
there was no bigger part for Mr. Lowell.
To-night the Company perform the *British
Burglary*.

DIOCESAN SCHOOL.

A SUCCESSFUL CONCERT.

A most successful concert took place at the
Diocesan Boys' School on Saturday night, the
large hall of the School being filled to over-
flowing with a most appreciative audience.
Chinese lanterns and other decorations gave
an attractive appearance to the quadrangle and
hall. The Rev. J. H. France, M.A., officiated
as Chairman.An excellent programme was provided.
The artists were Mrs. Stringer, The Misses
King, Leykum and Chunyut, Herr Döring,
Mr. G. Wallace Coster, Mr. Fred. Whittick,
Sergeant Simmers, R.E., Pte. Townley, A.O.C.,
and Mr. T. Henning.Sergeant Burrell, A.P.C., also acted as accom-
panist.Mention must be made of the fine violin solo
of Herr Döring, and the equally excellent
cornet solo of Pte. Townley.The Misses King, Leykum and Chunyut gave an
excellent pianoforte trio.The comic element was supplied by Pte.
Townley, whose efforts were thoroughly well
received.The National Anthem, cornet-solo by Pte.
Townley, terminated the proceedings. *—Com-
municated.*

AT THE MAGISTRACY.

FORGOTTEN LAUNCH MASTERS.

The masters of the steam launches *Chay Sang*
and *Lun On* were summoned at the instance
of P. Const. Hodgson, for failing to have the
number of passengers they were licensed to
carry painted on the sterns of their launches.
Fines of \$50 and \$10 were imposed and paid
respectively.

DRUNK.

Richard Ludwig and Rheinhardt Menzies,
seamen from the *S.S. Jacob Diederichsen*, each
contributed three dollars to the funds of the
Colony for behaving in a disorderly manner
when drunk in Queen's Road.

DISORDERLY AT THE "STAR."

Wm. McPherson, manager of the Star Coffee
House, charged Charles W. Langley, a West
Indian clerk, with behaving in a noisy and
disorderly manner in the Star Coffee House
on 19th instant. It seems that defendant came
in yesterday and cast odious reflections
upon the nationality and parentage of the
McPhersons. Defendant admitted having
threatened to "leave out" Mac, and was
bound over to keep the peace for six months
in his own bond of \$500. One should not
interfere with McPhersons; it doesn't pay.

A DISHONEST BARBER.

Chan Yuk U is a barber and was employed
by Lee Ching, the comrade of the *S.S. Nani
Chung*, at the salary of \$5 per month. Yesterday
the barber was given \$30 to take to the Sun
Shing boarding house but instead tried to bolt
with the *Admiral*. He was arrested and brought
before Mr. Kemp, who sentenced him to two
months' hard labour.

THE HEARD OF SWINE.

Inspector of Nuisances W. Robertson charged
six prodigals with keeping swine without
licences. Mr. Kemp did not order the fattest
calf, but imposed fines of three dollars apiece
all round.

IN ANOTHER MAN'S SHOES.

Au Chong, a coolie of no occupation, wished
to stand in Chan Chit's nice Indian rubber
shoes, so he tried to prig a pair from under
shopman's bed. He was caught and handed
over to the police. He gave Mr. Hinzlender
the old explanation of "only passing along."
Fourteen days' hard labour.

THE VITRIOL OUTRAGE.

George Allen, 31, Storeman of the Naval
Yard, was charged on remand before Mr.
Justice that he on the 17th day of January,
1901, and divers subsequent dates at Victoria
in this Colony feloniously did aid, abet, counsel
and procure one Yeung Kun to throw a certain
destructive substance which was in fact thrown
upon the said G. Reek on the 14th day of March,
1901, whereby the said G. Reek did suffer
grievous bodily harm.The Hon. F. H. May, C.M.G., Capt. Super-
intendent of Police, prosecuted and Mr. J.
Hastings appeared for the defence.The case was somewhat late in being called
this afternoon, not being commenced until 3.35
owing to the absence of Mr. May, who ex-
plained that he had made a note to the effect
that the case was for 2.30 and not 2.15.David D. Cuthbert, Inspector of Police, sworn
stated, I arrested Defendant on 17th inst. on a
warrant on a charge of procuring one Yeung
Kun to throw vitriol on one George Reek.
Mr. Hastings had no questions.John Gauld, Inspector of Police, stated, I
was on duty in the Charge Room on the 17th
instant. Defendant was charged before me,
on the charge produced. I administered the
usual caution after reading over the charge to
him. He made a statement which I took down
in writing word for word and read over to him
and he signed it. His statement was "I have
nothing to say."
This was all the evidence for the prosecution.
Mr. Hastings reserved his defence and the De-
fendant was committed for trial at the next
Criminal Sessions.
Bail was refused.BOTANICAL AND AFFORESTA-
TION DEPARTMENT.We make the following extracts from the
annual report of Mr. W. J. Titcher, Acting
Superintendent of the Botanical and Afforesta-
tion Department, as published in the *Gazette*.
STAFF.The Superintendent, Mr. C. Ford, F.L.S.,
left for home on the 31st March, on six months
leave, on account of sickness, and his leave
was extended for another period of six months
from the end of September. The Assistant
Superintendent, Mr. W. J. Titcher, was acting
as Superintendent from the 1st April to the
end of the year. The Head Clerk, Mr. Wong
Kwong-ling, resigned on the 31st March, and
was promoted to the vacant post—Mr. Yam Kwai-
un was appointed to fill the post of Second
Clerk, and he commenced his duties on the 1st
April. The Head Foreman of the Gardens,
Hui Sau-Yau, was removed from his office in
February, and Li Kian, who had been pre-
viously employed in the Gardens for a great
number of years, but who resigned on 31st
December, 1899, was re-engaged and appointed
as Head Foreman. The Foreman of the Propa-
gating Department and one of our best
men, Li Shing, resigned on the 15th July, hav-
ing obtained a much better situation at Macao,
at a salary of \$15 per mensem. His salary
here was \$9 per month. The man appointed
to succeed him, Hui Yuk-cha, was a very
capable man, and began his career in the
Gardens as an apprentice. He left, however,
after having been in the post about six weeks,
for a more lucrative appointment at Matupi,
at a salary of \$25 per month, under an agreement
for 3 years.

BOTANIC GARDENS.

PLANT SALES.

Plant sales continue to increase, as during
the year 3,451 plants were disposed of, being
an increase of 641 over the previous year's
sales. Of these, nearly 3,000 were sold for
decorative purposes, no less than 2,042
Maidenhair Ferns being included in this
number, of which 1,370 were the ordinary
Adiantum canaliculatum.The sale of plants was instituted in 1884 to
supply the public with rare and newly intro-
duced plants, but very few of the plants sold
now come under

retusa) growing in front of Wellington Barracks and in front of the Naval Yard should be either cut down or transplanted. On account of the great age of the trees (they were probably growing there when Hongkong was a fishing village) it was a serious problem as to whether they would survive transplanting, but I decided to make the experiment. Several of these were merely a hundred feet high, with trunks 2 feet in diameter at 4 feet from the ground. I had them all lopped to within 15 or 20 feet from the ground, and then bound round with straw, before attempting to remove them. When their respective sites had been prepared, they were moved by means of wire ropes, 8 to 12 feet in diameter, by means of wire ropes and derricks. After they were in position the soil was filled in around the roots; they were then watered and the trunks and branches kept constantly wet. Syringing was also carried on during removal. There were altogether 35 trees treated in this way, and I am glad to say that they are all starting to push forth new growths.

BUSHWOOD CLEARING.
It having been proved conclusively that certain species of *Anopheles* were intermediate hosts of the malaria parasite, certain experiments were made, towards the end of the summer, with the object of lessening the numbers of these mosquitoes in well known fever districts. In connection with these experiments, the brushwood around the Military Sanatorium, Mount Gough, was cleared, for a space of three or four hundred yards, by the Military Authorities, so as to give the mosquitoes less cover as possible. Similar work was likewise undertaken by this Department, by order of the Government, at Kennedy Town. It is hoped that this, in conjunction with the filling-up of the breeding pools of the mosquitoes, will effect the desired result.

NEW TERRITORY.
TREE PLANTING.
Tree planting was commenced in the New Territory under the Police Stations at Ping Shan, Au Tau and Tai Po, and on both sides of the Sham Shui-po-shan Road, as previously mentioned. In all 81,154 trees were planted.

SUGAR CANE.
In February, 143 cuttings of seedling canes were received from the Assistant Superintendent of Forests, Penang, Mr. C. Curtis, and about one half of these were planted in the Sunkumpo Nursery, and the others at Ha Tsun. Mr. Tang Hing-tung having promised to make a trial of them. I regret to say, however, that only 13 plants were obtained from the whole lot of cuttings, as those put in at Ha Tsun all failed. Another lot of 318 cuttings was received in July, from Mr. E. A. H. Brown, Province Wellesley, through the instrumentality of Mr. Curtis, and these were divided between Sunkumpo and Ha Tsun. Those planted at Sunkumpo have done very well so far, and as regards size are a great improvement on the ordinary Chinese cane. Only a few, however, of the cuttings put in at Ha Tsun succeeded. As it was the middle of July before the cuttings were planted, the summer was too far advanced to permit of the full development of the cane. Cuttings will be taken from them in the spring, so that by next winter there should be a sufficient quantity of mature canes to test their sugar-producing qualities. In September, a consignment of 2,200 cuttings, in five varieties, was received from Java, through the kindness of Messrs. Jardine, Matheson & Co. The cuttings arrived in excellent condition, great care having been taken in the packing. They were planted at Ha Tsun, but owing to the lateness of the season they have not done well, only some two or three hundred plants surviving. Mr. Ford thought it would be well to know the quantity of land under sugar cultivation in the New Territory, and the Foreman Forester who was sent over to make enquiries on the subject estimated it at over 7,000 acres.

EXPERIMENTAL GARDEN.
As there is a considerable quantity of agricultural land in the New Territory, I would strongly recommend the establishment of an Experimental Garden for testing economic plants likely to succeed in the district. The Chinese themselves are not likely to take the initiative in introducing new industries, but if this Department were to show them that certain plants could be grown with success, no doubt the natives would then take to cultivating such plants. The Japanese in Formosa have already established experimental stations, and the French at Kwang Chau-wan, and the Germans at Kiau-chau have also under consideration similar schemes. There are many kinds of fruits which could be grown, and if this were done we should not only have better varieties, than those already in the market, but new kinds as well. *Azadirachta* is a plant likely to succeed here, and although *Sisal* (it is not such a good fibre as Manila Hemp, it is one which will well repay cultivation).

TREE CUTTING.
A great deal of tree cutting has gone on in the past year, and at present there are no means of stopping it. Nearly all the people who have been brought before the Magistrates in connection with this subject have produced papers, purporting to be leases from the Chinese Government, giving them power to cut down trees growing on the land mentioned in the leases. This not only applies to the common pine tree, but to every other kind of tree growing within the areas mentioned. Before anything can be done to stop the practice the Land Court will have to decide the validity of the various leases.

THE PLAGUE.
Number of cases reported (Chinese) 220 up till noon of the 29th April, 1901. Other Asiatics 2. Europeans 0.
Number of cases reported during the past 24 hours (Chinese) 10. Other Asiatics 0. Europeans 0.
Total number of cases reported to date 232.
Number of deaths reported (Chinese) 200 up till noon of the 29th April, 1901. Other Asiatics 0. Europeans 0.
Number of deaths reported during the past 24 hours (Chinese) 15. Other Asiatics 0. Europeans 0.
Total number of deaths recorded to date 215.

SMALL-POX.
Number of cases reported (Chinese) 50 up till noon of the 29th April, 1901. Other Asiatics 3. Europeans 0.
Number of cases reported during the past 24 hours (Chinese) 1. Other Asiatics 0. Europeans 0.
Total number of cases reported to date 78.
Number of deaths reported (Chinese) 46 up till noon of the 29th April, 1901. Other Asiatics 2. Europeans 0.
Number of deaths reported during the past 24 hours (Chinese) 1. Other Asiatics 0. Europeans 0.
Total number of deaths recorded to date 51.

THE CRISIS IN THE NORTH.

PEKING.
PEKING, April 25th.
The officers of the German Cavalry Squadron which is at Chiao-chow, have reconnoitred the territory to and beyond Kalgan, where they found all absolutely quiet, with no trace of the troops of General Tung Fubianing. But they found several small garrisons of Chinese acting as police maintaining order in their districts. The main part of the Franco-German Expedition is now returning to Peking, using the railway where practicable. The battalion under Major Mühlenfels (1st Regiment) is marching back to Peking, its former post, following the base of the mountain range.

SHANGHAI.

In Search of Information.
SHANGHAI, April 26th.
A Chinaman dispatch states that Governor Yuan Shih-kai has lately set up a letter box outside the great entrance of his yamen. Above this letter box is a notice inviting any one who may have suggestions to make about the reforms needed in the government of the province of Shantung, as well as that of the Empire, to draw up such suggestions and slip them into the box in question. The writers are requested to sign their names and give their addresses, in order that such as may have given good, sensible suggestions may be invited to a personal conference with a Committee of one prefect and four district magistrates appointed by Governor Yuan Shih-kai, and opportunity given to elucidate in detail whatever additional information the Committee may desire to know in regard to said suggestions. The letter box is to be opened 6 times a month.

A Change of Base.
April 27th.
A Tientsin dispatch to hand states that, owing to the jurisdiction of that city being under the Provisional Government of the allies, the newly-appointed local Chinese officials are unable to take over their seals of office in Tientsin and have therefore to do so at some adjacent town or village. There they will await the pleasure of the allies whenever the latter care to hand over the local Government machinery to them. In the case of the newly appointed Tientsin, Chang, he intends to take over his seals of office at the large market town called Yangtun, about six miles from Tientsin, and then remove his yamen and staff to Tientsin, inside the Shantung border, where he will patiently wait for the good time coming. —N. C. D. News.

THE DEPARTURE OF THE IMPERIAL SERVICE TROOPS FROM SHANGHAI.

Under instructions from the Secretary of State for India, the 4th Brigade is to be broken up, and the Brigade Staff and the 4th and 5th Divisions of the 15th Infantry will return to India as soon as arrangements can be made for their transport. The 23rd Madras Infantry and the 31st Madras Infantry will be transferred from the 4th Brigade to the 15th Division of the 15th Infantry.

LOSS OF THE "HAINAN."
Late on Thursday night last, says the *New Press* of 25th instant, the German steamer *Hainan*, Capt. Anderson, was stranded on the Taichow Islands, off the coast of Chekiang. The Chinese crew and passengers, in all fifty-eight people, were saved in three lifeboats. The Captain, Chief-officer and Chief-engineer left the ship at 7 a.m. with the fourth boat, after they had come to the conclusion that the steamer was a total loss. The passengers and crew first landed on one of the neighbouring large islands, where the mandarin assisted them in every way and provided means to have them brought to Ningpo.

The steamer *Hainan* was a steel screw steamer of 741 tons net register, with triple expansion engines, 102 h.p., was built in 1890 at Ugesack, was owned by the Chineseische Küstenfahrt Gesellschaft, and was commanded by Captain Anderson. There were 58 Chinese passengers and crew and six foreigners belonging to the ship on the vessel when she stranded, on the way to Chefoo from Hongkong. The Taichow Islands are a group extending nine miles north of Hsiao-chu, consisting of two large islands and ten smaller ones. The crew were conveyed to Ningpo by one of Messrs. Butterfield and Swire's steamers, and they arrived at Shanghai yesterday morning by the steamer *Peking*. There was, we understand, treasure to the value of \$24,000 on board, and this was lost with the steamer.

THE LOSS OF THE "RIO."

ENGINEER HERILBY WILL APPEAL.
Chief Engineer Herilby, late of the ill-fated *Rio de Janeiro*, does not think that Captains Bolles and Bulger, United States Inspectors of Local and Foreign Steam Vessels, did him justice when they convicted him of neglect of duty and punished him by revoking his license. He has, therefore, consulted with Attorney Harry W. Hutton with a view toward taking an appeal from the judgment of the inspectors.

The ground of the appeal will be that Herilby was not notified of the existence of any charges against him and was not placed upon trial; that the revocation of his license was the taking away from him of his property, and his means of livelihood without due process of law.

THE CHINA-FIELD FORCE.

Captain D. H. Drake-Brockman, 6th Jats, is to return to India to join his appointment as 3rd Double Company Commander, 49th Garhwalis. Lieutenant R. A. Steel, 16th Bengal Lancers. A. D. C. to the Lieutenant-General Commanding has been granted one year's leave on medical certificate to Europe.

Captain E. H. Cole, Special Service Officer, is to act as Post Commandant, Sindie, vice Captain the Hon. H. D. Napier, till further orders.

Captain H. C. Holman, 16th Bengal Lancers, Special Service Officer, is to return to India to take up the appointment of officiating Assistant Secretary to the Government of India, Military Department. Much regret will be felt by those who have occasion to use the railway, at Captain Holman's impending departure from his post at the Temple of Heaven railway station.

Lieutenant G. Newcome, 30th Bombay Infantry has been granted leave to England on medical certificate for 8 months.

Lieutenant W. L. O. Twiss, 15th Madras Pioneers has been appointed a 3rd-class Officer Interpreter.

The detachment of Royal Garrison Artillery at Shan-hai-kwan, consisting of one officer and 30 gunners, will, under the orders of the General

NOTANDA.

CALENDAR.
APRIL.
Meteorological means based on ten years' observations to 1899:
Barometer..... 30.059
Thermometer..... 61.0
Humidity..... 85.0
Rainfall..... 4.68

TO-DAY.
WEATHER REPORT:
On date at 10 a.m. On date at 4 p.m.
Barometer..... 30.03 29.92
Temperature..... 78 78
Humidity..... 82 83
Rainfall.....

TO-DAY.
Tuesday, 30th April, 1901.
Chinese—12th of 3rd moon of 27th year of Kwang-su.
Sun—Rise..... 5hr. 30min.
Set..... 6hr. 25min.
High water—Morning..... 7hr. 25min.
Afternoon..... 7hr. 30min.
Low water—Morning..... 6hr. 30min.
Afternoon..... 5hr. 10min.

ANNIVERSARIES.
1878—Feng, Taotai of Shanghai died.
1883—General Grant arrived in Hongkong.
1896—Onco Newchwang collision at Wusung; loss of the former with 300 lives.
1900—Capt. May hoisted British flag at Cheung-chau, Kowloon hinterland.

TO-MORROW.
Wednesday, 1st May, 1901.
Chinese—13th of 3rd moon of 27th year of Kwang-su.
Sun—Rise..... 5hr. 29min.
Set..... 6hr. 25min.
High water—Morning..... 7hr. 30min.
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Afternoon..... 5hr. 5min.

ANNIVERSARIES.
1764—Rev. Robert Hall died.
1821—Hongkong Gazette first published.
1850—Duke of Connaught born.
1866—The Shah of Persia murdered while entering a shrine near Teheran.
1898—Americans destroyed Spanish fleet at Manila.
1899—Ports of Kusan, Masampo, and Song-ching in Korea opened to trade.
1900—Germany adopts 10 postage to her Colonies.
1900—Offices of Hongkong Telegraph removed from Pedder's Hall to 50, Queen's Rd.

AGENDA.
TO-DAY.
8.30 for 9 p.m.—Precisely. A Regular Meeting of the Eothen Mark Lodge at the Freemasons' Hall, Zealand Street.
9 p.m.—The Brough Company at the Theatre Royal.
Cargo ex *Shinano Maru* subject to rent.

TO-MORROW.
Daylight—U. S. Co.'s steamer *City of Peking* leaves for San Francisco via Shanghai etc.
Noon—C. & M. Co.'s steamer *Diamante* leaves for Manila.
Noon—N. D. L. Co.'s steamer *Prinzess Irene* leaves for Southampton.
4 p.m.—C. S. N. Co.'s steamer *Loongsing* leaves for Manila.
8.30 for 9 p.m.—Precisely. A Regular Meeting of the Zealand Lodge at the Freemasons' Hall.
9 p.m.—Concert by the members of St. John's Cathedral—Chair at the Hon. C. P. Chater's Bungalow at Kowloon.
Cargo ex *Ballaarat* subject to rent.

PROBABLE DISCOVERY OF THE "RIO" WRECK.

The *San Francisco Chronicle* of the 26th ultimo, has the following:—
For a week past fishermen and others who have had occasion to be in the vicinity of South Bay have noticed a man in a small boat drifting about in what appeared to be an aimless manner. In this boat was M. P. Sorenson, an experienced diver, who had for his object, the study of tides and currents, with the hope of locating ultimately the wreck of the *Rio*.
After he had satisfied himself fully as to the possibilities of the situation, he took into his confidence Gus Nygard and William Moe, and the three men went out Sunday morning with sounding lines, prepared to spend the day in search of the wreck. So close were Sorenson's calculations that within an hour, he declares, the iron gave back the sound of meeting other iron, and when it was drawn to the surface red paint and iron rust were adhering to it, to show that something besides rocks had been found at the bottom of the bay.

In order to be doubly assured of the find, the men went out yesterday morning and tried again at the same spot with better result, they declare, for they brought up what appeared from the deckhouse of the ship, and sounded from one to the other until they were satisfied that they had the *Rio* and her exact location. The vessel, they say, was lying with her stern inshore, covered by six fathoms of water, and her bow pointing toward midchannel, her smokestack and spars pointing to the east.

Sorenson, who has had experience as a diver since 1870, has been studying the situation in South Bay almost since the first day after the wreck, and early came to the conclusion that the vessel was much closer in shore than those who were searching for her supposed. If the point which he brought up on his sounding iron is from the *Rio*, his theory was correct, for the spot is about 200 yards off the big Boulder which juts out from the shore at the eastern end of Baker's berth. The water here is twelve fathoms deep and shelving off toward the shore, making the vessel lie on a steep incline with the bow much deeper than the stern.
The spot where Sorenson thinks he has found the *Rio* is the point where all the wreckage and the bodies of the dead pigs came to the surface, and it is notable that since the wreck there has been a ripple or tide rip at this point which did not exist before. It is so close to the beach that all who have heretofore searched for the vessel have thought it impossible that the *Rio* could have drifted in that far, and consequently they have not thought it worth while to make an examination of the place.

Formal notice will be served upon the Pacific Mail Steamship Company and the United States Court this morning by Attorney Robinson and proper claim will be made for salvage. As the water in the place where the wreck is supposed to lie is shallow, it is possible that the vessel can be raised and the entire ship and machinery saved, as well as all the cargo which has not been destroyed by the action of the water. The cargo consisted of bales of raw silk, tea, sugar and other Oriental merchandise, and it is also said that there were about thirty tons of pig tin aboard. In the safe of the vessel were several thousand dollars in gold. The tea and sugar will be a total loss, but it is expected that the silk will still have considerable commercial value. It is estimated that the entire salvage will amount to between \$200,000 and \$300,000.

The efforts of the divers will be first directed to the recovery of the bodies of the victims who were carried down with the wreck, and then work will begin on the cargo.

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Meteorological means based on ten years' observations to 1899:
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Thermometer..... 61.0
Humidity..... 85.0
Rainfall..... 4.68

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9 p.m.—The Brough Company at the Theatre Royal.
Cargo ex *Shinano Maru* subject to rent.

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Daylight—U. S. Co.'s steamer *City of Peking* leaves for San Francisco via Shanghai etc.
Noon—C. & M. Co.'s steamer *Diamante* leaves for Manila.
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Cargo ex *Ballaarat* subject to rent.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Indian (*Catherine Apat*) 2nd prox.
Canadian (*Empress of Japan*) 6th prox.
French (*Laos*) 6th prox.
American (*Hongkong Maru*) 8th prox.
American (*China*) 15th prox.
American (*Doric*) 23rd prox.

The N. P. S. Co.'s steamer *Glenogle* arrived at Yokohama and sailed for Tacoma on the 28th inst.

The N. P. S. Co.'s steamers *Victoria* and *Tacoma* have arrived at Yokohama and will for Hongkong to-morrow 1st May.

The Glen Line steamer *Glenary* from New York left Manila this morning and is expected to arrive on Friday, the 3rd May.

The C. Co.'s steamer *Hitagino*, left Singapore for this port yesterday, the 29th inst., and may be expected here on or about the 5th May.

The M. M. Co.'s steamer *Laos*, with the next outward French Mail, left Singapore yesterday, the 29th inst., at 7 p.m., for this port via Saigon.

The H. A. L. Steamer *Ambria* from Hamburg left Singapore for this port on the 28th inst., and may be expected here on or about Saturday, the 4th May.

The N. Y. K.'s steamer *Mike Maru*, (Bombay Line) left Bombay via Singapore for this port yesterday, the 29th inst., and is expected to arrive here on the 17th May a.m.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived Nagasaki at 8 a.m. yesterday, the 29th inst. and left again at 5 p.m. same day for Kobe where she is due to arrive at 9 p.m., to-day, the 30th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived Yokohama at 7 a.m. yesterday, the 29th inst., and left again at 4 p.m. same day for Kobe where she is due to arrive at 9 p.m., to-day, the 30th inst.

Per *Haitan*, for Shanghai—Messrs. T. W. Sad and C. Kennedy. For Kobe—Mr. and Mrs. E. Stenbank, Mr. and Mrs. T. Ch. Misses Chee, Mr. and Mrs. S. Clark, Master Clark and Mr. Calver. For Yokohama—Mr. Grainger.

Per *Haitan*, for Coast Ports—Capt. Drummond, Capt. and Mrs. Roope, Master Roope, Mr. and Mrs. Potteford, Mrs. Gaudin, Mr. Nelson, Master T. Wainman, Mr. H.

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HONGKONG AND WHAMPO DOCK RETURN.

U.S.S. *Bennington*.....
Centurion.....
Argus.....
Hongkong.....
Kaitang.....
Zaire.....
Burnside.....
Sax.....
Kueiyong.....
Ping Su.....
Comandante Filipina.....
Lung Tsing.....
Hingchow.....
Colombia.....
Pettiana.....
Kamsang.....

PASSED THE CANAL.
Outward—16th April—*Macdon, Achilles, India, Adriatic, Devotion, Eastingwood, Ville d'Alger*, 19th April—*Bengal, Banca, Nürnberg*, 23rd April—*Annam, Hamburg, Bismarck*, 26th April—*Wakasa Maru, Coudon*.

Homeward—9th April—*Villenberg, Ranza*, 16th April—*Patroclus*, 23rd April—*Bingo Maru, Moravia*, 26th April—*Stuttgart*.

Arrivals at Hong—20th April—*Nordkap*, 27th April—*Devotion, Nippon Maru, Annam, Lyndhurst*.

SHIPPING.

PRINCESS IRENE, German steamer, 6,686, P. Wetten, 29th April—Yokohama 20th April, Mails and General—Melchers & Co.

TAISHUN, American steamer, 1,216, Patterson, 29th April—Shanghai 26th April, General, C. M. S. N. Co.

PREUSSEN, German steamer, 3,278, E. Prehn, 30th April—Bremen 19th Mar., and Singapore 25th April, Mails and General—Melchers & Co.

ARETHUSA, British steamer, 4,300, J. Starin, 30th April—Singapore 25th April, C. B. 30th April—Singapore 25th April, Rice—Order.

THALES, British steamer, 338, A. J. Robson, 30th April—Swatow 29th April, General—Douglas, Laprak & Co.

AKIARI MARU, Japanese steamer, 2,193, T. Tanaka, 29th April—Kutchinotai 24th April, Coal—Mitsui Bussan Kaisha.

KWANGSO, British steamer, 1,248, A. Harris, 30th April—Canton 29th April, General—Butterfield & Swire.

MONKUT, German steamer, 875, C. Müller, 30th April—Bangkok 24th April, Rice and Wood—Melchers & Co.

HAITAN, British steamer, 1,183, J. S. Roach, 30th April—Fochow, via Amoy and Swatow 29th April, General—Douglas, Laprak & Co.

GALIC, British steamer, 2,691, Wm. Finch, R.N.R., 30th April—San Francisco and Shanghai 27th April, Mails and General—O. & O. S. S. Co.

Clearances at the Harbour Office.
Kwangsue, British str., for Shanghai.
Eastern, British str., for Shanghai.
Segoria, German str., for Yokohama.
Ariake Maru, Japanese str., for Moji.
Moyone, British str., for Manila.
Kaitang, British str., for Fochow.
Heimann, British str., for Canton.
Sahidadi, Danish str., for Swatow.
Pohkong, British str., for Canton.
Wineand, Danish str., for Fochow.
Hoi-long, French str., for Macao.
Akashi Maru, Japanese str., for Swatow.

Departures.
April 30, *Hainan*, British str., for Swatow.
April 30, *Hocho*, French str., for Haiphong.
April 30, *Taiter*, German str., for Hongkong.
April 30, *E-Sung*, British str., for Canton.
April 30, *Hermione*, British steamer, for Wosung.

April 30, *City of Peking*, British str., for San Francisco.
April 30, *Preussen*, German str., for Shanghai.
April 30, *Eastern*, British str., for Shanghai.
April 30, *Yokohama Maru*, Japanese str., for Moji.
April 30, *Kwangsue*, British str., for Shanghai.
April 30, *Akashi Maru*, Japanese str., for Singapore.
April 30, *Hikokan Maru*, Japanese str., for Kutchinotai.

Passenger—Arrived.
Per *Taiter*, from Shanghai—20 Chinese.
Per *Thales*, from Swatow—Mr. and Mrs. Frewin, and 142 Chinese.
Per *Preussen*, for Hongkong from Bremen—Mr. Johannes Baunmeyer, from Southampton—Miss Brooks, Rev. F. Pilquist, Mr. A. H. Reich, Mr. and Mrs. Schlee, child and servant, and Master John D'Urban Scott. From Genoa—Mr. and Mrs. Carl Gutmann, Mr. Irving, and Mrs. C. Massier, and Mr. E. R. Adolf Rodenbeck. From Southampton—Dr. D. D. Muir. From Genoa—Messrs. Alexander, H. Cordes, Karl Dallada, Carl Floeck Robert Halbritter, H. P. Hansen, Mrs. and Miss Anna Cath Hansen. For Nagasaki from Southampton—Rev. and Mrs. G. E. Boufield, Misses M. R. Burroughs and M. C. Witherby. For Yokohama from Genoa—Mr. and Mrs. Schellenberg. From Naples—Baroness Ornauer.

Per *Prinzess Irene*, for Hongkong from Yokohama—Messrs. A. Gieckel, H. Vaparrimal, Gungomall, Mrs. Michael, Mr. and Mrs. Bent. From Nagasaki—Mr. A. Lohen, Mrs. Parson and children. From Shanghai—Messrs. Encarnacion, A. Wilson, G. A. Watkins, Ferguson, W. D. Graham, M. Fernandez, F. Montanea, A. Haupt, Willecke, Ford, Bousmann, M. F. Walker, L. Rosen, Menor, Brocknord, F. Bonnet, Messdames O'Connor, Rosen, Taylor and children, Harding, and Bonnet. For Singapore—Messrs. F. Hermann, Atkinson, H. Darby, H. B. Salmon, Griffiths, and Tanaka. For Port Said—Messrs. Guichenko, Agapoff, and Bako. For Genoa—Mr. and Mrs. Hodgson, Baroness D'Arnell, Dr. S. Fto, Consul-Gielen, Mr. and Mrs. Cropp, Misses Wehner, M. Savile, Mr. and Mrs. F. Black, Mrs. and Miss W. Rich, Mrs. M. Slevogt, Mr. and Mrs. Brödersen, Mrs. Ferguson, Mrs. and Miss McKim, Miss Smith, Messrs. Duncan, P. May, Martiny, Fr. Elsassner, G. Stierich, S. Busse, Brannmuller, A. Massui, A. F. Farr, F. Kuhn, Falm, and Deita Corte. For Southampton—Consul Longford, Messdames B. Atkinson, Pendrick, Scott, Mr. and Mrs. Walker and children, Miss Bull, Messrs. Law, F. W. Alderson, and W. F. Sally. For Antwerp—Mr. L. T. Herberichs. For Hamburg—Messrs. A. Walkoff, Lars Berner, Strano, C. Mrs. C. Thomas, Miss Neulton, Mr. and Mrs. Kirchner.

Per *Eastern*, for Shanghai—Messrs. T. W. Sad and C. Kennedy. For Kobe—Mr. and Mrs. E. Stenbank, Mr. and Mrs. T. Ch. Misses Chee, Mr. and Mrs. S. Clark, Master Clark and Mr. Calver. For Yokohama—Mr. Grainger.

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU F. L. Sommer	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 3rd May, at Daylight.
HITACHI MARU G. Anderson	KOBE and YOKOHAMA	FRIDAY, 10th May, at Daylight.
KINSHU MARU H. Fraser	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU N. Tient	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 17th May, at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU J. B. MacMillan	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, VIA ADELAIDE, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th April, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG Christiansen	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May. Freight and Passage.
SEGOVIA Foerck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. Freight.
WITTENBERG Hempel	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 29th April, 1901.

TOYO KISEN KAISHA—
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 4th July, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 27th April, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Wednesday, 1st May, at Daylight.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 25th May, at Noon.
S.S. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th June, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 1st May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

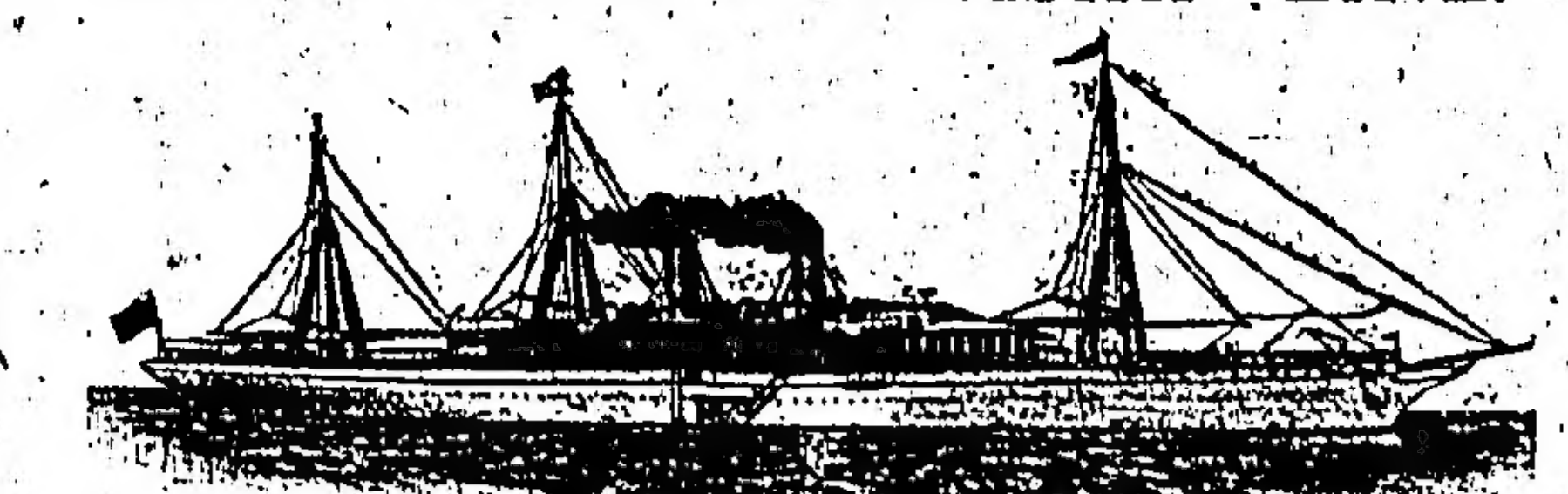
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th April, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 H.P. Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R., WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES. (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Booklets, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 24th April, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TRADING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

Dore (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st June, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 27th June, at Noon.

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROMISED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City... about May 12

Belgian King... about June 10

THE Steamship

"CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 14th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 30th April, 1901.

NOTICE

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ADOLPH OBRIG, American ship, Amesbury—Standard Oil Co.

SEA WITCH, American ship, Howes—Master.

HATTIE C. SMITH, American schooner, Riley, Master.

CLAVERING, Brit. str., T. Barker—Dodwell & Co., Limited.

Hongkong, 29th April, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"KWANGSE"	1st May.
ILOILO and CEBU	"KAIKONG"	2nd May, at 5 P.M.
TIENSIN	"KWEIYANG"	3rd May.
SHANGHAI	"PAKHOT"	4th May.
KOBE and YOKOHAMA	"CHANGSHA"	10th May.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th April, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"DARDANUS"	2nd May, A.M.
"	"MAGEAON"	9th May.
"	"ACHILLES"	14th May.
"	"PROMETHEUS"	28th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"ANTENOR"	14th May.
"	"CALCHAS"	28th May.
LIVERPOOL (DIRECT)	"PYRRHUS"	10th May.
(Taking Cargo at LONDON RATES.)	"ULYSSES"	24th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 18th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. The Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 1st May, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 26th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. The Company's Steamship

"KUMSANG," Captain Buller, will be despatched as above on THURSDAY, the 2nd May, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 27th April, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"FERDENE".....3rd May.

"AFRIDI".....24th May.

"HILLGLEN".....14th June.

"LOWTHER CASTLE".....30th June.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 20th April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG.) FOR NEW YORK VIA SUEZ CANAL. (With Liberty to call at MANILA.)

THE Full-powered Steamship

"ASTORIA," Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION," will be despatched for PORTLAND (Or.) about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent, or SHEWAN, TOMES & CO.

Hongkong, 30th April, 1901.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 14th May, 1901.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID. THE BEST ANTISEPTIC. AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., 11, AT Building, Hongkong, 6th March, 1901.

1st May, at 9 A.M.
 For Swatow—Per *Haitan*, to-morrow, the
 1st May, at 9 A.M.
 For Moji, Kobe, Yokohama, Victoria, (B.C.)
 and Vancouver—Per *Tartar*, to-morrow, the
 1st May, at 10 A.M.
 For Manila—Per *Diamante*, to-morrow, the
 1st May, at 10 A.M.
 For Swatow and Amoy—Per *Salahadj*, to-
 morrow, the 2nd May, at 10 A.M.
 For Europe, &c., India, via Tutuconin—Per
Prinzess Irene, to-morrow, the 1st May, at
 11 A.M.
 For Macao—Per *Heungshan*, to-morrow, the
 1st May, at 11.15 A.M.
 For Manila—Per *Loongsang*, to-morrow, the
 1st May, at 3 P.M.

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